

TRANSPORTATION

Introduction

By the standards of many Alaskan rural hub communities, Dillingham has a well developed transportation system, including a major regional airport, extensive set of roads, downtown sidewalks, the only small boat harbor in Bristol Bay, a well used roadside paved bike trail, and a wide range of informal trails used by snowmachines and ATVs. This chapter outlines suggested strategies to maintain this system and to make improvements needed to meet current and likely future needs.

Goals, Objectives & Strategies

Overarching Goal: Develop and maintain an integrated transportation system that provides a range of safe and efficient ways to move people and goods within, as well as in and out of Dillingham; provide for both utilitarian needs such as access to jobs, schools, services and facilities, subsistence resources, and for recreation and health.

GOAL 1: Bring together the parties with primary responsibility for transportation planning, management, and funding, to jointly develop and implement near and long range transportation plans.

Objective 1A: Establish a structured protocol between the City, the Curyung Tribe and the State, to work together each year to plan, implement and maintain transportation projects, working with other parties with a stake in transportation issues.

Strategies:

1. Agree on and implement a clear annual process to make shared transportation decisions.
2. Agree on a long term package of necessary transportation improvements; prepare and jointly approve an annual shared list of specific transportation priorities.
3. Work together to leverage resources to plan and secure funding for future projects.

Objective 1B: Work together to find ways to most efficiently maintain roads and other transportation infrastructure and equipment.

Strategies:

1. Investigate, identify, and implement options to reduce maintenance costs (for example, through cooperative management and ownership of equipment).

GOAL 2: Improve the system of roads, docks, harbors and airports to meet current and anticipated future needs, minimize maintenance costs, and to maximize other community goals. (Sidewalks and trails are addressed in Goal 3).

Objective 2A: Develop a long range vehicular transportation plan that identifies needed improvements to the existing system and reserves routes for future needs. An initial version of this roads plan is presented on Map 5.1 Existing and Proposed Roads. Considerations in developing this system are listed below:¹

- Improve deficiencies in the existing road system, including dangerous intersections or areas where the roadbed is inadequate.
- Reserve routes that improve connectivity and emergency access (for example, a new route north from downtown, to provide an alternative route to Wood River and a second way in and out of downtown).
- Reserve a general route on the western side of town that could provide access to a possible future dock site and industrial area.
- Consider the cost of maintaining new roads as one criterion in the identification of new road projects. Over the long term, road maintenance costs equal or exceed capital costs.

¹ The Statewide Transportation Improvement Program (STIP) 2010 – 1013 published August 18, 2009, includes these projects in the Dillingham area: Downtown Streets Reconstruction and Rehabilitation ; Kananak Road Resurfacing 3.0 miles and Wood River Bridge .

Map 5.1 Existing and Proposed Roads

Strategies: Improve and / or construct the following roads:

Curyung Priorities (as outlined in the Curyung Tribe Long Range Transportation Plan Update, March 2010),

1. Tower Road: pave and improve drainage, add sidewalk (3.3 mi); *planned for summer 2010*
2. Wood River Rd: realign, pave and improve drainage, add trail (2.8 mi); in progress, *planned for summer 2010-11*
3. Squaw Creek Road: realign, pave, and improve drainage (0.9 miles)
4. Tower Road Extension: new road (0.9 mi)
5. Harbor Road: pave and improve drainage (0.3 miles)
6. All downtown Streets: pave/repave, replace curbs and gutters, improve sidewalks, and improve intersections
7. Waskey Road: pave and improve drainage (4.1 miles)
8. Emperor Road: pave and improve drainage on existing road; add new road connection (project total 3.9 miles)
9. Airport Road/Airport Spur Road: pave and improve drainage (1.0 m)
10. Kanakanak Road: pave and improve drainage (5.1 mi)
11. Aleknagik Lake Road: pave and improve drainage; add bike path extension from Shannon's Pond to city limits (22 mi)

Additional roads needing attention– not in any particular order :

- * D Street between Post Office and Marrulut Eniit
- *Kenny Wren Road- not a recognized City road, but leads past state office buildings and Nushagak Cooperative business offices and tank farm
- * Bayside Drive
- * Lupine
- * Unicorn Lane
- * Aguluwok Drive
- * Nina Way
- * C Street
- * Yako Drive
- * Downtown Streets – on 2011 STIP - Second Avenue West, D Street, Main Street, Kanakanak Road to harbor road
- * Central Avenue
- * Seward Street

- * Alaska Street
- * First Avenue East
- * E Street

Objective 2B: Evaluate and implement road improvements needed within existing subdivisions. In a number of locations, existing subdivisions lack needed internal connections, connections to adjoining properties and/or secondary, emergency access.

Objective 2C: Design and operate the road system to minimize maintenance costs and maximize safety and efficiency.

Strategies:

1. While meeting other transportation goals, minimize the extent of the road system in order to minimize maintenance costs: more road miles equal higher maintenance costs. When considering new roads, emphasize routes that open up substantial new areas for use on both sides of the road rather than constructing roads that serve only a one-lot-deep development corridor.
2. Where City subdivision regulations apply, require subdividers to reserve practical access easements to all parcels, and in most cases, to construct access roads, built to City standards. This policy increases up-front costs, but dramatically reduces long term maintenance costs.

Objective 2D: Design the transportation system to minimize conflicts between transportation infrastructure as well as the risk of environmental damage.

Strategies:

1. Modify current subdivision standards to locate roads to minimize impacts on water quality and water flow. Where roads must cross streams or large wetlands, minimize impacts by crossing streams at right angles, and providing sufficient culverts and other means for water to cross under the road with minimum restriction.
2. Whenever possible, separate industrial traffic (such as movement of heavy or dangerous materials) from regular vehicular and pedestrian traffic.
3. Find alternatives to shipping gravel from the City Dock (see Waterfront chapter).

Objective 2E: Work with ADOT/PF, industry, and the public to continue to improve air travel infrastructure in the area.

Strategies:

1. Work with ADOT/PF to finalize and implement the airport master plan, including reserving land for a crosswind airstrip at the Dillingham airport.
2. Maintaining and preferably increasing the number of passengers visiting Dillingham is critical to maintaining regular air service. Consequently, the City should work with private tourism businesses, a revitalized Chamber and other interests to increase visitor travel to Dillingham.
3. Investigate options for expanding floatplane facilities, and if possible, creating a better linkage between floatplane use and other city services.²

Objective 2F: Improve Dillingham's port facilities, and plan for the efficient movement of commercial fish and other freight in and out and through the town, from the docks and the airport (see Waterfront chapter).

Objective 2G: Identify a workable docking site for skiff traffic coming from the villages (see Waterfront chapter).

Goal 3: Identify, reserve and improve an integrated system of sidewalks, trails and transit to provide safe and attractive alternatives to traditional private vehicles, both for traveling within Dillingham and connecting to surrounding villages. Actively manage trail and sidewalk use to promote safety and reduce environmental impacts.

Background:

- Trail and sidewalk use is extensive in Dillingham year round. Trails are important for people to reach subsistence resources and for recreation and health. Particularly for people living in villages outside Dillingham, trails are essential for getting fuel, groceries, and other goods and services. Sidewalks and roadside paths provide an essential way to move around neighborhoods, to reach places to shop, attend school, and recreate.
- The system of roadside sidewalks and trails in Dillingham is intermittent, but does have the advantage of being located on public land.
- The majority of the ATV and snowmobile trails in the area, particularly winter trails, cross private lands. Few trails are mapped, surveyed, or reserved. Most trails are not documented for public use or recognized by the City of Dillingham or the landowners over which they cross. As a result, these trails could easily be lost to future public use as private land is developed.
- There is currently very little mapping or signage to guide users, and very little management of these trails reflecting different uses (e.g., winter vs. summer, motorized, walking, biking and dog teams).

² One option suggested during this process was the Lily Pond, near downtown. This location could attract more spending by pilots and passengers who could easily walk into downtown. This option was subsequently dropped as impractical, due to conflicts with air space and the limited size of the pond.

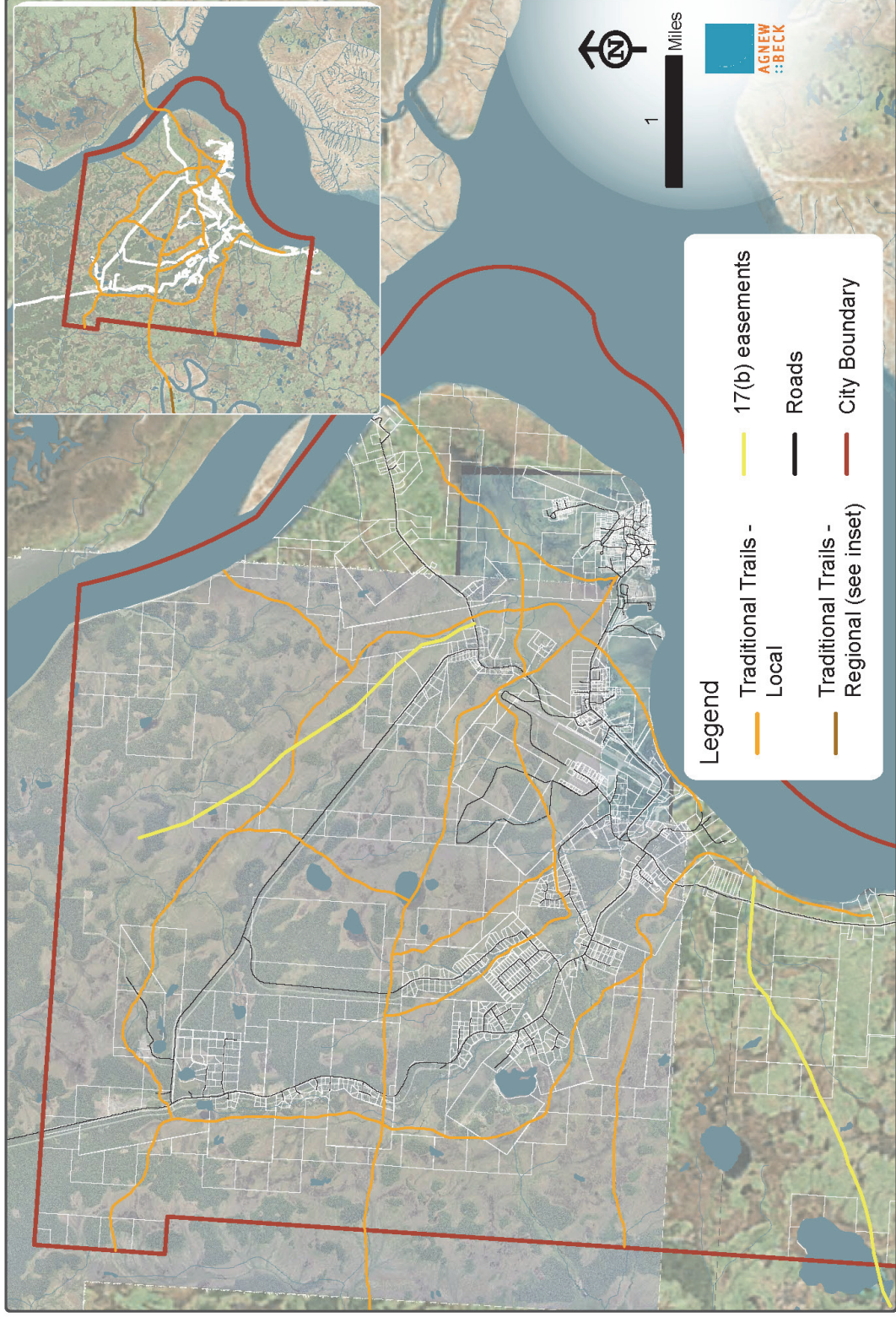
- Some trail locations create safety issues (such as road crossings) and environmental issues (such as damage to tundra or other sensitive vegetation).

Objective 3A: Develop a Dillingham trails plan, for both motorized and non-motorized uses, building from traditional trails and working with trail users and trail landowners (see Goal 4). Objectives for that plan include:

- Provide safe, legal routes for walkers, bikers and hikers to travel between homes, workplaces, schools, shops and services, and recreation areas.
- Provide safe, legal routes for motorized trail users including snow machines and ATVs to travel within Dillingham, to get in and out of downtown, and to connect to reserved routes outside the City.
- Plan both winter and summer routes; identify routes that naturally have durable surfaces, or where a durable surface can be provided (e.g., through importing gravel, using boardwalks or geo-grid materials).

“Provide two trails to the berry grounds, not 10 trails ... one for ATVs, one for hiking. We’ve got to quit trampling so much ground.”

Map 5.2 Existing Trails



Trail Plan Strategies:

1. Identify key people and resources to be the core of a Dillingham Trails Committee, focused on identifying, reserving and managing trails. Options include:
 - Local snowmachine club,
 - City staff,
 - Trail users (motorized, non-motorized; varying ages),
 - BBNA staff,
 - A recognized 501 c(3) nonprofit as a partner (or certify the Trails Committee as a non-profit) so the trails group can quickly seek grants for trails.
2. Work with BIA to set up a simplified process for easements on allotments
3. Prepare an inventory of the location and status of existing trails in Dillingham (Map 5.2 Existing Trails) and document trail issues.
4. Develop background technical information, a “trail protection toolbox:”
 - Identify funding options. Learn from other successful community-based trail initiatives (e.g., Willow, Big Lake).
 - Learn more about legal/technical issues associated with securing trails. For example, what are the options for Choggiung to allow rights for continuing trail use? What easements and/or rights-of-way currently exist along key trail routes? Do boundaries between allotments allow for trail use?
5. Evaluate options to reserve public use of trails along specific traditional routes. Initiate informal discussions with landowners to find acceptable means to secure continued trail use.
 - Consider the location of City-held easements and rights of ways and roads;
 - Consider a range of options for reserving trails, including informal agreements, easements, rights of way, and dedication of land;
 - Consider the likelihood of support from landowners regarding options to secure passage on primary trail routes. If an existing route appears improbable, consider alternative alignments.
6. Develop some example trails.
7. Prepare a draft trails plan map, identifying both traditional trails that can be reserved and new and/or replacement routes. Focus on the most important trails, such as a route to Manokotak, and safe routes to schools. Replacements may be needed as legal substitutes for traditional routes, to provide safer road or river crossings, or to reduce environmental impact.

8. Release the trails map for public and additional landowner review. Include information on the trails plan process and clarification about the legal status of trail routes.
9. Refine the trails plan, working with the public and landowners. Once general locations of existing and new routes are confirmed, and agreements have been reached with landowners, adopt an official City trails map, showing the locations of reserved routes, those already developed, and those needing construction.
10. GPS or survey trail routes, then formally record trail easements, and rights-of-way.
11. Construct and maintain new trails and sidewalks. Publicize and sign legal routes.
12. Carry out an educational campaign so that trail users respect private property and protect natural areas. Publicize and enforce existing City ordinances that regulate snow machine and ATV use in the downtown area (see more in Objective 3D).

Objective 3B: Develop an acceptable, legal policy regarding ATV and snowmachine use of public streets and the street rights-of-way. In addition, investigate options for non-traditional vehicles (such as small electric cars) on public streets. Factors and issues to be considered in developing this policy include those below:

- Some communities in Alaska allow ATVs and snowmachines on roads, where these vehicles meet the same laws applied to other vehicles (e.g., licensing, lights, emission controls, insurance);
- Motorized vehicles cannot be used legally on non-motorized trails built with federal funds (e.g., the Lake Road paved bike trail);
- Environmental and safety issues: Policies are needed to ensure that ATVs and snowmachines do not damage sensitive ground, disrupt residential areas, or create safety issues for riders, other motor vehicles or pedestrians and other trail users;
- Education: in addition to specific rules, education about appropriate operation of ATVs and snowmachines can reduce potential conflicts and safety issues.

ATV and Snowmachine Strategies:

1. Explore options for using snowmachines and ATVs on Dillingham public streets; determine the costs and benefits. For access to shopping and services downtown, allowing snowmachines and ATVs to operate on streets like automobiles may be preferable to using the edge of the street or the sidewalk.
2. Continue to keep motorized vehicles off paved bike trails.

Objective 3C: Develop specific, identified new priority trails, trail segments, or improvements to existing trails.

Strategies:

1. Build a roadside trail along Wood River Road (funded and scheduled for construction in 2010).
2. Connect existing trails to provide safe and equal access throughout the community.
3. Bring the bike paths into compliance with ADA standards. Increase the elevation of the bike path across from the downtown fire hall to provide safe and reasonable access.
4. Develop some example trails
5. Design and build a new trail from eastern downtown/Snag Point area, along the waterfront to Wood River boat launch area.
6. Develop a pedestrian trail to the waterfront park on the east side/City Dock side of the small boat harbor.

Objective 3D: Provide crosswalks or comparable improvements where needed for safe street crossings; provide crossings that meet ADA standards.

1. Identify trail or sidewalk areas with known safety issues (e.g., the crossing of Kananak on Windmill Hill near BBNA).
2. Working with the owner of the street, develop safe street crossings. Known priorities include pedestrian crossings at the fire station downtown, the Squaw Creek/Airport Road intersection, and the Lake Road/Kananak Road intersection.

Objective 3E: Develop an active educational campaign for trail users in Dillingham to increase safety, reduce impacts on the natural environment, and reduce negative impacts on homes or business adjoining trails.

1. Support the Choggiung plan to develop a “good trail behavior comic book.”
2. Educate ATV and snowmachine users regarding responsible trail use.
3. Post signs and educate all categories of trail users on etiquette, routes, speed limits and the consequences for misuse. Educate the public on bike path etiquette. Paint the path down the middle to separate traffic into two sides.

“Not everybody needs transit, but some do. Having a transit system makes for a more welcoming place, and benefits the whole community.”

Objective 3F: Explore options for coordinated public transit in Dillingham, particularly between employment centers, neighborhoods, the airport, Aleknagik and downtown.

Strategies:

1. Identify the types of trips and users most in need of and able to support transit service. Types of trips include connections from residential areas to employment and service centers like the hospital, BBNA, schools and downtown. Types of users include Elders, young people, and visitors to the community.
2. Research the previous work done on Tribal transportation.
3. Inventory the current and possible future capacity of different organizations to help improve transit in Dillingham. Several organizations and businesses currently run buses or shuttle vans. With a modest amount of additional effort, this small existing system could be augmented to serve a broader base of users.
4. Coordinate transit planning with planning for sidewalks and trail, as outlined above.
5. Encourage the private sector to develop regular water-based access to nearby communities.

Goal 4: Improve downtown circulation; create a safer, more efficient and more enjoyable environment for pedestrians, cars, trucks, ATVs and snowmachines.

Objective 4A: Create a system of downtown sidewalks, pathways and trails that provides convenient, safe and enjoyable ways to move around town on foot.

Strategies:

1. Inventory the existing set of sidewalks and identify gaps in the system, including sidewalks and pedestrian trails linking to neighborhoods, the harbor area, the waterfront, and employment centers.
2. Improve sidewalks, focusing on areas with the highest use and/or greatest safety issues.
3. Where possible, reduce curb cuts (places where vehicles cross sidewalks to reach adjoining private property). Excessive curb cuts make it too inviting for cars and other vehicles to cross sidewalks. Curb cuts can be reduced at the time the downtown streets plan is implemented (when curbs are redone). This can also occur more informally by placing barriers such as planter boxes on sidewalks or adjoining private property to better limit the points where pedestrians have to watch for crossing vehicles.
4. Keep and/or create curb cuts where necessary to accommodate parking areas and channel storm runoff. Eliminate or take actions to mitigate

- dangerous parking areas where drivers have difficulty seeing pedestrians as they back into the street.
5. Design downtown roads so that drivers choose to drive slowly. This can be done through including minor variations in alignments (vs. emphasizing long, wide straight roads), “necking down” streets at pedestrian crossing points, allowing roadside parking, and including elements such as planters and benches close to the edge of the driving lane.
 6. More actively enforce speed limits; educate the community about the need for speed limits in congested areas where there is a higher volume of resident and visitor foot traffic.

Objective 4B: Implement the downtown streets plan; improve the safety and appearance of streets, sidewalks and parking lots.

Strategies:

1. Complete the renovation of three major downtown streets: Main Street, D Street and Central Street. These are identified City priorities in the Statewide Transportation Improvement Program (STIP).
2. Include pedestrian amenities such as benches, green space, summertime plantings, and interpretive signage downtown and in the community campus area.
3. Encourage parking lot owners to add planters and green space both to better define pedestrian areas and to make downtown more attractive.

Objective 4C: Identify a safe and convenient set of downtown routes and parking for ATVs and snowmachines.

Strategies:

1. Revisit the existing City ordinance regarding use of ATVs and snowmachines downtown.³ Possible changes are outlined below; these suggestions will need to be re-evaluated in light of the outcome of work under Objective 3B.
 - Modify existing policy to reduce speed limits (20 miles per hour is too fast on sidewalks; walking speed, about 10 miles per hour, is appropriate).
 - Provide a legal access route and associated parking on the south side of Main Street (the area currently closed to snowmachine use).

³ This policy closes Main Street from Peter Pan to City Hall to snowmachines and only allows for non-recreational uses.

- Better publicize and enforce this revised policy. This will require a clear, consistent approach to enforcement.
- 2. In the future, if need be, revise the physical streets and the ordinances to define several specific legal routes for ATVs and snowmachines in and out of downtown; for example, one route for Tower Road residents and residents coming in from the north, one route coming from the west, and a way to reach these routes for downtown residents.

Goal 5: Refine subdivision access standards to ensure that quality roads and trails are in place to meet future transportation needs.

(See Land Use & Housing chapter)

Implementation Plan

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
GOAL 1: Bring together organizations with transportation planning, management and funding responsibilities to jointly develop and implement near and long-range transportation plans.				
<u>Objective 1A:</u> Establish a protocol between the City, the Curyung Tribe and the State to work together each year to plan, implement and maintain transportation projects.				
1. Agree on and implement a clear annual process to make shared transportation decisions.	x			City, State, Curyung
2. Agree on a long term package of necessary transportation improvements and an annual shared list of specific priorities.	x			City, State, Curyung
3. Work together to leverage resources to plan and secure funding for future projects.	x			City, State, Curyung
<u>Objective 1B:</u> Work together to find ways to most efficiently maintain roads and other transportation infrastructure and equipment.				
1. Find ways to reduce maintenance costs.	x			City, State, Curyung
GOAL 2: Improve the system of roads, docks, harbors and airports to meet current and future needs, minimize maintenance costs, and to maximize other community goals.				
<u>Objective 2A:</u> Develop a long-range vehicular transportation plan that identifies needed improvements to the existing system, and reserves routes for future needs.				
1. Improve and / or construct roads as outlined in the Curyung Tribe Long Range Transportation Plan, 2005 (see list).	x			City, State, Curyung
2. Improve and / or construct additional City of Dillingham priorities: Kenny Wren Road.	x			City, State, Curyung
<u>Objective 2B:</u> Design and operate the road system to minimize maintenance costs				
	x			City, State, Curyung
<u>Objective 2C:</u> Design and operate the road system to minimize maintenance costs and maximize safety and efficiency				

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
1. While meeting other transportation goals, minimize the extent of the road system in order to minimize maintenance costs.	x			City, State, Curyung
2. Where City subdivision regulations apply, require subdividers to reserve practical access easements to all parcels, and in most cases, to construct access roads, built to City standards.	x			City, BBNA, Allottees
Objective 2D: Design the transportation system to minimize conflicts between transportation modes as well as the risk of environmental damage.				
1. Modify current subdivision standards to locate roads to minimize impacts on water quality and water flow.		x		City, BBNA, Allottees and other landowners
2. Whenever possible separate industrial traffic, from regular vehicular traffic and pedestrian traffic.	x			City, State, operators
3. Find alternatives to shipping gravel from the City Dock (see Waterfront chapter).	x			City, State, operators
Objective 2E: Work with State DOT/PF to continue to improve air travel infrastructure in the area.				
1. Work with DOT/PF to update and finalize and implement the airport master plan.		x		State (DOT/PF)
2. Maintain and improve air service to Dillingham by increasing visitor travel.	x			City, Chamber, Regional partners
3. Investigate options for expanding floatplane facilities.	x			City, State
Objective 2F: Improve Dillingham’s port facilities, and plan for the efficient movement of freight in and out and through the town, from docks and airport. (see Waterfront chapter)				
Objective 2G: Identify a workable docking site for skiff traffic coming from villages. (see Waterfront chapter)				
GOAL 3: Identify, reserve and improve an integrated system of sidewalks, trails and transit to provide safe and attractive alternatives to traditional private vehicles, both for traveling within Dillingham, and connecting to surrounding villages. Actively manage sidewalk and trail use to promote safety and reduce environmental impacts.				
Objective 3A: Develop a Dillingham trails plan, for both motorized and non-motorized uses, building from traditional trails and working with trail users and trail land owners.				

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
1. Identify key people and resources to be the core of a Dillingham Trails Committee.	x			City, Landowners, Trail users
2 Work with BIA to set up a simplified process for easements on allotments				
3. Prepare an inventory of the location and status of existing trails.	x			City, Landowners, Trail users
4. Develop background technical information, a “trail protection toolbox.”	x			Trails Committee, City
5. Evaluate options to reserve public use of trails along traditional routes.	x			Trails Committee, City
6. Develop some example trails				
7. Prepare a draft trails plan map.	x			Trails Committee, City
8. Release the trails map for public and additional landowner review.	x			Trails Committee, City
9. Refine trails plan, then adopt an official City trails map.	x			City, Trails Committee
10. GPS or survey trail routes; formally record trail easements, rights-of-way.		x		Trails Committee, City
11. Construct and maintain new trails and sidewalks. Publicize and sign legal routes.		x		Trails Committee
12. Carry out educational campaign.	x			Trails Committee
Objective 3B: Develop an acceptable, legal policy regarding use by ATVs and snowmachines of public streets and the street rights-of-way. Investigate options for non-traditional vehicles, such as small electric cars, on public streets.				
1. Explore options for using snowmachines and ATVs on Dillingham public streets; determine costs and benefits.	x			City, Trails Committee
2. Continue to keep motorized vehicles off paved bike trails.	x			City, Trails Committee

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
3 On opposite side of road from foot paths grade a trail for ATV's and snow machines				
Objective 3C: Develop specific, identified new priority trails, trail segments, or improvements to existing trails.				
1. Roadside trail along Wood River Road (funded and scheduled for construction in 2010).	x			State
2 Connect existing trails				
3. Bring Bike paths into compliance with ADA Standards.				
4. Raise height of bike path across from downtown fire hall.	x			City, State
5 New trail from eastern downtown/Snag Point area, along waterfront to Wood River boat launch area.		x		City
6 Pedestrian trail to the waterfront park on the east side/City Dock side of the small boat harbor.	x			City
Objective 3D: Provide crosswalks or comparable improvements where needed for safe street crossings				
1. Identify areas with known safety issues, e.g. the crossing of Kakanak on Windmill Hill.	x			City, State
2. Work with the owner of the street to develop safe street crossings.		x		City, State
4. Paint crosswalks early in the year				
Objective 3E: Develop an active educational campaign for trail users, to increase safety, reduce impacts on the natural environment, and impacts on homes or business adjoining trails				
1. Support Choggiung plan to develop a "good trail behavior comic book."	x			Choggiung, Trails Committee
2. Educate ATV and snowmachine trail users regarding responsible trail use.	x			City, Trails Committee, USFWS

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
3. Post signs and educate all categories of trail users on etiquette, routes, safety, etc. Educate the public on bike path etiquette; paint the path down the middle to separate traffic into two sides.	x			City, Trails Committee
Objective 3F: Explore options for coordinated public transit in Dillingham, particularly between employment centers, neighborhoods, the airport, Aleknagik and downtown.				
1. Identify the types of trips and users most in need of and able to support transit service.	x			City, major employers
2. Research previous work done on tribal transportation.	x			City, Tribe, major employers
3. Inventory the current and possible future capacity of different organizations to help improve transit in Dillingham.		x		City, major employers
4. Coordinate transit planning with planning for sidewalks and trail, outlined above.		x		City
5. Encourage the private sector to develop regular water-based access to nearby communities.			x	Private sector
GOAL 4: Improve downtown circulation; create a safer, more efficient and more enjoyable environment for pedestrians, cars, trucks, ATVs and snowmachines.				
Objective 4A: Create a system of downtown sidewalks, pathways and trails that provides convenient, safe and enjoyable ways to move around town on foot.				
1. Inventory the existing set of sidewalks and identify gaps in the system.		x		City, State
2. Improve sidewalks focusing on areas with the highest use and/or greatest safety issues.		x		City, State
3. Reduce curb cuts and/or place barriers such as planter boxes on sidewalks or adjoining private property to limit points where pedestrians must watch for crossing vehicles.		x		City, State, property owners
4. Keep and/or create curb cuts where necessary; eliminate or take actions to mitigate dangerous parking areas.	x			City, State, property owners
5. Design downtown roads so that drivers choose to drive slowly.		x		City, State

Priority Strategies	Timeframe			Primary Responsibility
	0-5 yrs	6-10 yrs	11-20 yrs	
6. Enforce speed limits.	x			City, State
Objective 4B: Implement downtown streets plan and improve safety and appearance of streets, sidewalks and parking lots.				
1. Complete the renovation of three major downtown streets – Main St., D St., Central.		x		State, City
2. Include pedestrian amenities such as benches, summertime plantings and interpretive signage in downtown and the community campus area.	x			State, City, property owners & businesses
3. Encourage parking lot owners to add planters both to better define pedestrian areas and to make downtown more attractive.	x			City, property owners & businesses
Objective 4C: Identify a safe and convenient set of downtown routes for ATVs and snowmachines.				
1. Revisit the existing City ordinance regarding use of ATVs and snowmachines downtown.	x			City, Trails committee
2. In the future, if need be, revise the identified streets and the ordinances to define several specific legal routes for ATVs and snowmachines in and out of downtown.		x		City, Trails committee
GOAL 5: Refine subdivision access standards to ensure that quality roads and trails are in place to meet future transportation needs. (see land use chapter)				